SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

SOUTHERN PACIFIC CO.
OFFICE
NOV
13
1897
GEN. AGENT
SAN FRANCISCO

TIME TABLE No. 15

FOR THE

SHASTA DIVISION.

1/1/98
#16

TO TAKE EFFECT TUESDAY, NOV. 16, 1897, AT 6.00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. A. FILLMORE,
Manager.

J. KRUTTSCHNITT,
General Manager.

J. S. NOBLE,
Superintendent.

G. F. RICHARDSON,
Master of Transportation.

SHASTA DIVISION: Red Bluff and Dunsmuir.

FROM SAN FRANCISCO.

Second Class.			First Class.				DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	TIME TABLE No. 15, Nov. 16, 1897. STATIONS.	DISTANCE FROM DUNSMUIR.	TOWARD SAN FRANCISCO.								
										First Class.					Second Class.			
		31 — Through Freight.				17 — Redding Passenger.	15 — Oregon Express.			16 — Oregon Express.	18 — Redding Passenger.				32 — Through Freight.			
		Daily.				Daily.	Daily.			Daily.	Daily				Daily.			
		P M LV 11.00				A M LV 7.00	P M LV 8.00		SAN FRANCISCO		A M AR 8.15	P M AR 5.45				A M AR 2.00		
		P M LV 7.30				P M LV 3.30	A M LV **5.15**	224.75	dn. RED BLUFF W.	98.68	P M AR 10.50	A M AR 9.40				A M AR **5.15**		
									10.29									
		8.15				s 3.55	f 5.41	235.04	Hooker	88.39	f 10.23	s 9.15				4.20		
									6.75									
		8.50				s 4.10	s 5.55	241.79	d. Cottonwood W.	81.64	s 10.07	s 9.00				3.50		
									6.70									
		9.50				s 4.23	s 6.10	248.49	d. Anderson	74.94	s **9.50**	s 8.47				3.20		
									6.25									
		10.20				f 4.35	f 6.23	254.74	Girvan	68.69	f 9.35	f 8.35				2.55		
									4.89									
		10.50 / 11.45 A M				4.45 P M AR	s 6.40 / 7.05	259.63	dn. REDDING W.	63.80	9.23 / s 9.18	8.25 A M LV				2.30 / 2.00		
									2.73									
		12.01					s 7.11	262.36	d. Middle Creek	61.07	s 9.10					1.45		
									2.92									
		12.20					s 7.19	265.28	d. Keswick	58.15	s 9.01					1.30		
									4.05									
		1.10					s 7.28	269.33	Copley W.	54.10	s 8.48					**1.10**		
									7.65									
		1.50					s 7.50	276.98	d. Kennet	46.45	s 8.25					12.30		
									4.54									
		2.15					f 8.03	281.52	Morley W.	41.91	f 8.12					12.05		
									3.65									
		2.40					f 8.13	285.17	Elmore	38.26	f 8.02					A M 11.45		
									7.28									
		3.25					f 8.35	292.45	Smithson	30.98	f 7.41					11.05		
									5.66									
		4.05					s 8.50	298.11	d. Delta W.	25.32	s 7.26					10.35		
									3.22									
		4.25					f 9.02	301.33	Slatonis (Spur)	22.10	f 7.17					10.15		
									4.00									
		4.55					f 9.14	305.33	Gibson	18.10	f 7.06					9.50		
									3.33									
		5.15					f 9.26	308.66	Chromite (Spur)	14.77	f 6.56					9.30		
									2.27									
		5.30					s 9.36	310.93	d. Sims W.	12.50	s 6.48					9.15		
									5.20									
		No Siding.					f No Siding.	316.13	Sweet Briar	7.30	f No Siding.					No Siding.		
									.50									
		6.05					f 9.55	316.63	d. Castella	6.80	f 6.28					8.40		
									2.90									
		6.25					s 10.05	319.53	Castle Crag	3.90	s 6.18					8.25		
									2.30									
		6.45					f 10.13	321.83	Chestnut	1.60	f 6.09					8.10		
									1.60									
		7.00 A M AR					10.17 A M AR	323.43	dn. DUNSMUIR W.	0.00	6.05 P M LV					8.00 P M LV		
		Daily.				Daily.	Daily.				Daily.	Daily.				Daily.		

SHASTA DIVISION: Dunsmuir and Ashland.

FROM SAN FRANCISCO. Second Class. 31 Through Freight. Daily.	FROM SAN FRANCISCO. First Class. 15 Oregon Express. Daily.	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	TIME TABLE No. 15, Nov. 16, 1897. STATIONS.	DISTANCE FROM ASHLAND.	TOWARD SAN FRANCISCO. First Class. 16 Oregon Express. Daily.	TOWARD SAN FRANCISCO. Second Class. 32 Through Freight. Daily.
A M LV 8.00	A M LV 10.30	323.43	.dn.. **DUNSMUIR** ..W. 1.10	107.10	P M AR 5.53	P M AR 7.00
No Siding.	f No Siding.	324.53	.. Upper Soda Springs .. .64	106.00	f No Siding	No Siding.
No Siding.	f No Siding.	325.17	.... Shasta Retreat 1.51	105.36	f No Siding.	No Siding.
8.20	s 10.45 / 10.55	326.68	... Shasta Springs (Spur). 2.35	103.85	5.40 / s 5.32	6.35
8.35	f 11.05	329.03	.... Cantara 3.70	101.50	f 5.25	6.15
9.05	s 11.20	332.73	.d......... Mott 2.20	97.80	s 5.10	5.45
9.25	f 11.28	334.93	.... Azalea 3.20	95.60	f 5.03	5.25
9.55	s 11.35 / 11.59	338.13	.dn.... **SISSON** .... W. 2.40	92.40	f 4.55 / s 4.30	5.05
10.20	P M f 12.07	340.53	.d...... Upton 4.90	90.00	f 4.23	4.40
11.00	f 12.22	345.43	.Black Butte Summit. 1.80	85.10	f 4.10	4.20
11.15	f 12.27	347.23	.... Igerna 7.70	83.30	f **4.02**	**4.02**
P M 12.10	s 12.49	354.93	.d..... Edgewood .... W. 7.50	75.60	s 3.35	3.05
1.07	s **1.07**	362.43	.d....... Gazelle 8.20	68.10	s 3.15	2.15
1.40	f **1.26**	370.63	.... Grenada 6.30	59.90	f 2.55	**1.40** / **1.26**
2.37	s 1.40	376.93	.d... **MONTAGUE** . W. 5.30	53.60	s **2.37**	12.40
3.05	f 1.53	382.23	.... Snowdon 5.20	48.30	f 2.25	12.25
3.40	Foot-note. s **2.08**	387.43	.d....... Ager 4.39	43.10	Foot-note. s **2.08**	P M 11.55
4.15	s 2.22	391.82	...... Klamathon 2.71	38.71	s 1.50	11.27
4.25 / 4.45	s 2.30 / 2.40	394.53	.dn.... Hornbrook ... W. 4.40	36.00	1.40 / s 1.30	11.15 / 11.00
5.15	f 3.00	398.93	.... Zuleka 5.40	31.60	f 1.10	10.30
5.40	s 3.18	404.33	.... Coles 4.60	26.20	s 12.47	10.05
6.15	f 3.37	408.93	.... Gregory 1.60	21.60	f 12.25	9.40
No Siding.	f No Siding.	410.53	.... Colestin 3.00	20.00	f No Siding.	No Siding.
6.50	s 4.00	413.53	.d..... Siskiyou 7.30	17.00	s 12.01	9.15
7.35	f 4.40	420.83	...... Steinman ...... W. 5.00	9.70	P M f 11.12	8.25
8.05	f 5.05	425.83	.... Clawson 4.70	4.70	f 10.40	7.45
8.30 P M AR	5.20 P M AR	430.53	.dn.. **ASHLAND** ... W.	0.00	10.20 A M LV	7.30 A M LV
5.50 A M AR	9.30 A M AR		..... **PORTLAND**		6.00 P M LV	9.00 P M LV
Daily.	Daily.				Daily.	Daily.

FOOT-NOTE.—No. 15 has right of track against No. 16 to Ager until 2.13 P. M.

SPECIAL RULES.

Dunsmuir will be terminal station for all trains.

All trains must procure either orders or clearance cards before leaving their terminal stations.

Trains or light engines between Snowdon and Ashland must reduce speed to safe limit crossing long bridges and trestles.

When trains of same class meet on heavy grade where there is a derailing switch in the passing track, the train going up grade will take siding.

Freight trains will carry no passengers but employees going to or from their work, except as provided in Rule 242.

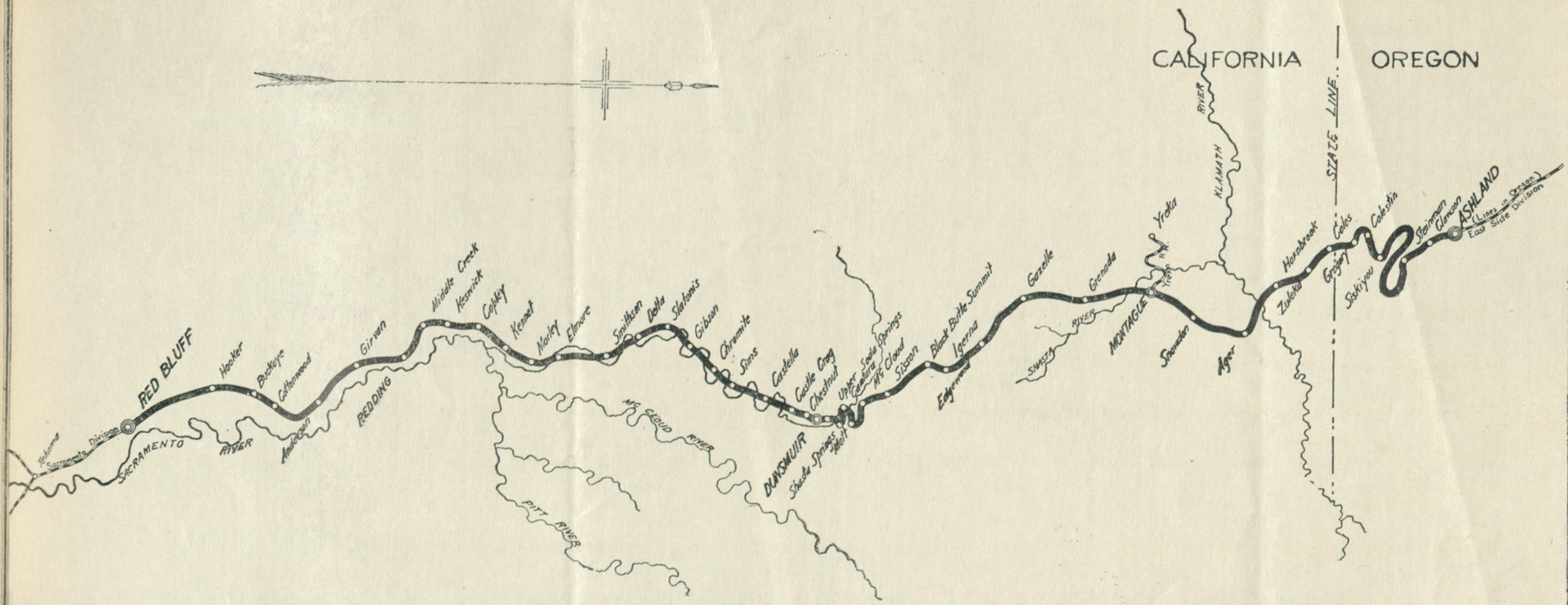
Nos. 17 and 18 will stop on signal at Buckeye and Anderson Brickyard.

Beside those indicated on the time table there are water tanks three-quarters of a mile east of Cantara, one mile east of Coles, and one mile west of Siskiyou.

Registering stations: Red Bluff, Redding, Dunsmuir, Hornbrook, Ashland. Standard clocks are located at these places.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

See Rule 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.



MAP

OF THE

SHASTA DIVISION

S.P.CO.

SCALE OF MAP

0 2 4 6 8 10 20 30 40 Miles